

**MINUTES OF THE  
STATE TRANSPORTATION BOARD  
PUBLIC HEARING**

**Immediately following Special Board Meeting at 9:20 a.m.**

**Friday, May 4, 2007**

**The City of Flagstaff**

**Mayor and Council Chambers**

**211 West Aspen Avenue**

**Flagstaff, Arizona 86001-5399**

The State Transportation Board met in official session for a Public Hearing at 9:20 a.m., Friday, May 4, 2007, with Chairman Joe Lane presiding. Other Board members present included: Bill Feldmeier, Delbert Householder, Bobbie Lundstrom, Bob Montoya and Felipe Zubia. Si Schorr was absent. Also present were Richard Travis, Deputy Director; John McGee, Chief Financial Officer, Administrative Services Division; Doug Forstie; Mike Klein; Don Mauller and Bill Hayden. There were approximately 65 people in the audience.

**OPENING REMARKS**

Chairman Joe Lane introduced the statewide construction project.

**PRESENTATION OF 2007-2011 ARIZONA DEPARTMENT OF TRANSPORTATION  
(ADOT) TENTATIVE FIVE YEAR TRANSPORTATION FACILITIES  
CONSTRUCTION PROGRAM**

**FY 2007-2011 Tentative Statewide Transportation Facilities Construction Program**

Mr. Don Mauller explained that recommendations will be sent to the Priority Planning Committee on May 30 and they will come to the Board on June 15. Recommended is \$403.6 million for subprograms and includes \$80 million in the first four years of the program. For major projects, it's \$221 million for MAG, \$71.8 million for PAG and \$103 million for TOC for a total of \$800 million. This is made of \$650 million of revenue plus \$150 million of bonding capacity in fiscal years 2010 and 2011. Presented were the subprograms Greater Arizona TOC and the PAG regional. Pavement Preservation is currently programmed at \$100 million a year. It is being recommended to increase to \$114 million in fiscal year '08 and \$115 million in fiscal years '09 and '10, \$120 million in fiscal year 2011 and \$125 million in fiscal year 2012. Minor Pavement Preservation funds are recommended to increase from \$4.4 million to \$5 million over all five years, the Preventative Pavement Preservation Program from \$6 million to \$7 million over all five years and in the District increasing from \$20 million to \$25 million in fiscal year 2012. A subprogram created through SAFETEA-LU has \$400,000 for projects. Out of those are thirty-three requests for \$1.2 million. The committee recommended eleven projects for an average of \$33,000 and are soft projects including training, media and public involvement. \$10 million is recommended for the San Luis Port of Entry with \$2.5 million of that in 2009 to start with completion in 2012. The TOC Major Projects increases the capacity on I-10 from Tucson to Picacho Peak with one lane in each direction. Also recommended on I-10 between I-8 and Picacho Peak is \$126 million to be funded with the grant anticipation notes in 2010 and from the southern boundary of the Gila River Indian Tribal boundary to I-8, \$19.4 million in 2012. Recommended on I-17 from Black Canyon City to Cordes Junction is one additional lane in each direction from Rock Springs to Cordes Junction for \$248 million. Recommended is a set-aside

fund in 2012 of \$9.5 million. The next project is on U.S. 93, the Antelope Wash section, constructing four lanes for \$20 million in 2012. The next is on U.S. 89, north of Flagstaff in the Cameron section on the Navajo Nation a reconstruct of four-lane roadway with a median and intersection and prelift and a new bridge across the Little Colorado River. Recommended is a set-aside fund of \$10 million in 2012. The total cost is \$27 million. On SR 89 from the junction of SR 89A to milepost 324 is widening the two-lane facility to four lanes for \$15 million in 2012. A project in the Yuma area, Avenue 9E to Aberdeen Road, recommended is \$10 million in 2012 to reconstruct the roadway. Recommended in the Show Low area, on U.S. 60, Show Low to Little Mormon Lake is reconstruction in 2012 for \$5 million. Recommendations for subprograms for TOC include \$6 million for major project design, \$3 million for project and corridor studies and two passing lanes, half a million dollars for design and \$4 million for construction. Subprograms currently in fiscal year 2010 and recommended are a passing lane on U.S. 91 between I-40 and Ganado, or State Route 264, a TI on I-40 in the eastern part of the state, on U.S. 70, from Safford to Solomon and construction of a passing lane on SR 95 south.

#### **FY 2007-2011 Tentative PAG Area Transportation Facilities Construction Program**

The first project is on I-19 from Irvington Road to reconstruct a traffic interchange in fiscal year 2012 for \$20 million. On SR 77, the project from Tangerine Road north to the Pinal County line is to widen the roadway to six lanes with a recommended \$10.8 million in 2012. On I-10 from Arana traffic interchange to Ina Road traffic interchange is a reconstruct of a frontage road in 2012 for \$4 million. There are a series of traffic interchanges on I-10 east of I-19 including one at Kino Parkway, County Club Road, Wilmot Road and Valencia Road.

#### **FY 2007 – 2011 Tentative MAG Area Transportation Facilities Construction Program**

Projects include a nine-mile construction project on I-17 from Loop 101 north to the Carefree Highway adding general purpose lanes and high-occupancy vehicle lanes. The second phase will extend from the Carefree Highway to Anthem Highway for approximately five miles adding general purpose lanes. There are four major traffic interchanges plus the reconstruction of the existing Carefree Highway traffic interchange. Construction on I-10 beginning at I-17 proceeding west for nine miles includes the addition of general purpose lanes and HOV lanes from Loop 101 to Sarival Road and an additional 5.5 miles from Sarival Road to the Broadway traffic interchange. There are approximately six miles of additional local express lanes to be added to I-10 in the Broadway curve area. A six-mile project extends from Riggs Road north to Loop 202 with the addition of general purpose lanes and high-occupancy vehicle lanes. At Tatum and proceeding east to Princess Drive and south to the Loop 202 is the addition of thirty miles of new high-occupancy vehicle lanes to the existing Loop 101. A seven-mile section of the 202 is the addition of general purpose lanes from the Loop 101 west to SR 51 and east of the 101/202 traffic interchange approximately six miles to Gilbert Road the addition of six more miles of high-occupancy vehicle lanes. In the far west valley on Grand Avenue beginning at Loop 303 and proceeding southeasterly about five miles is the addition of general purpose lanes and a second phase will be the addition of general purpose lanes on Grand Avenue from Loop 303 to Loop 101, ultimately down to Seventh Avenue. Construction will begin at the Lone Mountain Road traffic interchange at Loop 303 and I-17 and proceed west 13.5 miles to Happy Valley Road. On the South Mountain Freeway, Loop 202, construction will begin from 55<sup>th</sup> Avenue and I-10 proceeding south to 51<sup>st</sup> Avenue south of Levine after the receipt of the final environment impact statement and approval from the Federal Highway Administration and signed record of decision. A summary of projects in the five-year construction period includes

133 miles of improvements to existing freeways in the Valley, 77 miles of new high-occupancy vehicle lanes, six new traffic interchanges and an HOV connector between SR 51 and Loop 101, 38 miles of new construction of freeways, the acquisition of 27 miles of right-of-way for future freeway construction, 75 miles of planned extension to SR 801, the extension of the Gateway freeway from Loop 202 extending east to the Maricopa County line and 34 additional miles of rubberized asphalt completing a three-year phase of rubberizing 150 miles of freeway in and around Maricopa County. Financially in 2008, there is \$762 million of construction and during the tentative five-year program, \$3.64 billion of construction plans.

### **FY 2007 – 2011 Tentative Airport Development Program**

Mr. Mike Klein explained that this portion of the five-year program is ADOT's method of contributing to the development of airports across the state. It's a method of taking revenue generated by the aviation industry and reinvesting it in facilities owned and operated by municipalities and county airport authorities across the state. The program issues grants and loans to airport sponsors. In 2007, the estimated beginning balance of the fund is \$24 million and \$23 million in additional revenues. Spending is anticipated at \$28 million. Ninety-three airports are in the program of which 62 provided 952 requests. Two-thirds are for federal funding. Two hundred and seventy-six, or one third of these programs were for state and local funding where the state would provide 90 percent of the funding. The first year of the 2008 program were 104 requests for \$32 million. Twenty-four were proposed to be funded in '08 for \$16 million. Combined with federal dollars is an investment of \$100 million. There is a \$6 million program where the state provides pavement maintenance programs. There is \$6 million for loans that are for airport development. For the statewide planning and development activities the five-year program in '08 is \$34 million. Over the five-year program that is anticipated to grow to \$37 million translating into an aviation fund balance of \$18 million by the end of FY '08 and through the five-year program end with \$2 million in the aviation fund.

### **CALL TO AUDIENCE**

Casey Prochaska, Yuma, stated that Yuma has been given \$42 million for our programs and are going to upgrade the existing port. With the commercial port, we are going to be going north and utilizing Highway 95. Highway 95 can become valuable if you want to avoid traffic going into Phoenix. Highway 95 takes you from I-10 to I-8. It connects to I-8 and avoids the City of Phoenix. I hope when you look at the borders you look at all the roads that are throughout the state.

Carol Springer, Yavapai County Supervisor, spoke on behalf of Yavapai County and the Central Yavapai MPO. Thank you for considering adding \$15 million in 2012 in this program for Highway 89 between Chino Valley and Highway 89A. And for getting "the gap" filled.

Chuck Busby, Vice Mayor, Quartzsite, represented the Town of Quartzsite and discussed the traffic interchange at milepost 17 and I-10. We have a very high traffic count over that traffic interchange; many are 18-wheelers going into one of the truck stops. A letter was given to Noreen from the Chief of Police regarding this location. The future addition of a major truck stop, motel and restaurant will create an unacceptable loading on the antiquated traffic interchange. We have been contacted by Petro Truck Stops who are negotiating with the property owner adjacent to Exit 17 to build a truck stop, an Iron Skillet Restaurant and an

undetermined motel with several pads for fast food service. This will be an unacceptable level of traffic on that traffic interchange. The turn radiuses and the lighting are terrible. The post barricades continually need rebuilt. Our district engineer advised that if we come up with a match to go into specific scoping, it will place it on the radar. We are going to talk to Petro to help. We would be willing to do a turn-back on the QN Road and Somar Road.

Craig Williams, Airport Director at Yuma International Airport, requested a revision to the 2008 HCIP. The initial tax that we have been working on is to establish a cooperative agreement with NCS Yuma. Yuma International Airport and NCS Yuma share this field. A commemorative coin the airport minted celebrates the partnerships. It's a military challenge point; it's a military tradition. The coin has the logo of Yuma International Airport on one side and NCS Yuma on the other side. Around the edge it talks about NCS Yuma/Yuma International Airport, Aviation Partners. That is the way we're approaching our future, as partners. There is a small piece in there to pay down some airport debt. The more important piece is the design money for a concrete ramp that's on the civilian side. As we work with NCS Yuma and look to handle some of the air growth in the future, we are talking to the Border Patrol. The Border Patrol has sent out representatives from Washington, D.C. as they want to expand their operations at Yuma. The concrete ramp is in its final stages and we can rehabilitate that. I need to do the design work on it in FY 2008 so construction can start in FY 2009. We are working closely with the Aeronautics Division. We closed out about six ventures within the last two weeks. There is a revision to our HIV for FY 2008 I ask you to consider.

Karen Cooper, Council Member, City of Flagstaff, discussed several projects of concern in the FMPO including the airport traffic interchange scheduled for rebuilding in 2011. There is a need for additional right-of-way funding and an opportunity to accelerate that project. The U.S. 89 pavement preservation projects of Townsend-Winona would benefit from additional funding and acceleration to prevent further deterioration. I am interested in the presentation on the I-10 corridor because we are concerned with I-40. Traffic on I-40 is growing and more than 50 percent is truck traffic. We are requesting a scoping study of I-40 through Flagstaff to evaluate the need for a third lane in each direction.

Jerome Thiele, Airport Manager, Town of Buckeye and the Buckeye Municipal Airport asked the Board to modify the airport capital improvements program. We are proposing the expansion of our existing apron here at 9,000 square yards of asphalt pavement and to pursue the development and installation of a security fence. This development goes on our drafting master plan. We are asking to modify the five-year plan to include our request for \$1 million to fund the 9,000 square yards of asphalt pavement and 4,800 linear feet of fencing to help protect our airport. Purposes are in preparation for the upcoming Super Bowl. In comparison to Miami, one airport, one FPO and 410 flight operations over six states leading up to the game and immediately after the game. The FPO will pump 227,000 gallons of fuel with additional revenue for the State in fuel tax. They are hiring 50 temporary workers to handle the activity. After the game, there are 331 aircraft arriving and departing right now. We are trying to prepare for that. We can accommodate without asphalt pavement about 40-45 aircraft. Our facility is located about 30 minutes from the University of Phoenix stadium. This is a good investment; we're looking beyond the Super Bowl. We like to cater to the aviation activity that occurs as a result of the Phoenix International Raceway and future Super Bowls. Beyond that, the ramp will serve to empanel general aviation and corporate aviation for the new fixed phase operating hangar.

Mark Woodson, Winslow City Engineer, on behalf of the City of Winslow, stated that the northern part of the TI is moving along nicely and will be completed this fall. There has been great success with the transportation enhancement funding and other grant funding to the work on La Posada Inn and the Downtown Renaissance. Phase I is finished and we are working on the redesign on the Renaissance Phase II project including the portion of Old 66. Work is being done to reconstruct the two traffic signals where SR 87 comes into Old 66 downtown. When it was started seven or eight years ago it was a \$750,000 project and now escalated to \$1.5 million. We look to ADOT to consider this a major project so we can fully fund not only the signal improvements but some intersection improvements. SR 87 is an alternate bypass to the interstate system between Phoenix Metro and the I-40 corridor. Years ago, the State looked at an alternate that resulted in a proposal to bypass downtown. We rejected that. We would like to look at that corridor of State Route 87 south of town and see what is happening with the increases in truck traffic and how we may be able to modify that underpass. The City is willing to work with the State to look at additional right-of-way. We have a growing truck traffic bypass issue. On the east end of town, we have the Transcon interchange and are running about 60 percent through that interchange and it is backing up onto the ramps and onto the Interstate. We have funding for the north side of the interstate on Transcon to widen that connecting with the city street system. It creates a frontage system on the north side of I-40 in Winslow. We also are looking at making improvements on that east end, the Transcon interchange.

Dave Barber, commented on the projects within Mohave and the lack of projects within La Paz County. Mohave County is the fifth largest or most populated county in the state and is second to Coconino in land area. Major routes in the WACOG region include I-40, 15 and 10. State Routes traversing the region include Highway 93 from Wickenburg to Las Vegas, 95 from the Mexican border to Bullhead City, State Routes 72 and 68. Some improvements are scheduled on Highway 93, including the two-lane section of 93 south of Hoover Dam. This will provide a vital link between Las Vegas and Phoenix. Along Highway 93 between Wickenburg and Kingman, many segments remain two lanes and are not scheduled within the STIP. Other high priority projects are the Highway 95 alternative route from I-40 to 68, construction of the Rattlesnake Wash interchange and the design and construction of new interchanges at I-40 and 93. This will become a new bottleneck following the opening of the Hoover Dam bypass. Many of these projects have been identified in the small area transportation studies and within the Move Arizona Plan. There is one project in one year included within the STIP for a highway project in La Paz County. La Paz continues to draw tourists to the Colorado River and winter visitors to communities such as Quartzsite. Interchange improvements on I-10 in Quartzsite need to be re-examined. Transportation enhancements continue to add to the aesthetics and quality of life throughout northwest Arizona. Enhancement projects are needed in Lake Havasu City. The Needle Mountain Rest Area is a vital information link. Entities within Mohave County have contributed millions of dollars in improvements to locally owned roadways. For example, Kingman recently completed a nearly \$10 million project for funding of an underpass under the Burlington Northern Santa Fe Railroad and Mohave County made investments with the completion of the paving of Stockton Hill Road. Mohave County also is out for bids for the design of Vanderslice Roadway. The Public Transit Division of ADOT is making remarkable strides in improving public transit across the state.

Tony Gioia, Mayor of Camp Verde provided a history of Highway 260 within Camp Verde. ADOT approached the City in the mid '90s to build a bypass and improvements on portions of 260. Camp Verde is near 48 square miles and bisected by I-17 and 260. In '95 or '96, ADOT requested to be part of the general planning process. The transportation plan included a divided four-lane highway. The community was not convinced that they needed this highway. The 260 portion was slated to go around the town and it created the old-town syndrome making it difficult for productivity through the main part of town, now considered the old part of town. A grant was received and the town was developed with a beautiful main street. Currently, improvements slated to be placed on the western portion of 260 are minimal. Yavapai County offered to pay for one set of passing lanes. The 260 portion that leads to Cottonwood and Sedona and Clarkdale and Jerome sees a tremendous amount of traffic, and accidents. We are desperate for economic development. Housing does not pay the way for local government; it's retail sales. The four-lane highway was taken off the five-year plan and we have been waiting since the mid-'90s. The Sedona construction was started as will the Cottonwood and Clarkdale portions. The portion that Yavapai County forwarded to ADOT for the predominant redevelopment of the highway was \$42 million. In two years, that has doubled. The access points on this highway Camp Verde was requesting: for seven to nine miles is approximately eight to ten access points, interchange points. Camp Verde is working to complete a study for those access points. That program will bring us a package road system taking stress off of State Highway 260 and creating more retail access. In summary, I ask for Highway 260 and 89A in Cottonwood and Clarkdale, heading up to Jerome be designated as an urban principal. The urban principal allows more access points. We are a major regional in a small segment of 260. I ask that you change this to urban principal so that we have the possibility for more access. I ask that you help Camp Verde in its economic development and find funding for this project as soon as possible.

Dan Brown, Mayor of Page, said that our airport projects continue to move forward. I support the Highway 89 projects and improvement in the funds to the pavement preservation; that is needed on Highway 89 as you travel to Page and Lake Powell. They are working on public transportation studies in the Page area. We have some federal funding. I lend my support to the Cameron project and widening the bridge.

Karen Fann, Mayor of Chino Valley and Chairman of the CYMPO, appreciates the funding in 2012 for the Highway 89 gap. The I-17 corridor, Highway 69, all of the Yavapai County area all are targeted for one of the nation's eleventh largest growing areas. Roads are an important part of the growth. We will help you fight and support the thirteen other counties. We only qualified for one-fourth of the budget, although we make up thirteen counties as opposed to two counties. I open a dialogue to start thinking about using some IT Tech. We need to look at reducing the amount of traffic, not only toward transit, but maybe asking the legislature for additional funds to set up IT centers so that all of us that have to go to meetings don't have to continue traveling and taking fifty vehicles to all go to one meeting in Phoenix or Tucson for example. This would save taxpayers' dollars in fuel and time.

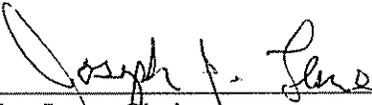
Diane Vick, Mayor of Bullhead City, mentioned SR 95, which runs through the middle of Bullhead City. Currently, SR 95 does not meet the objectives of safety, efficiency and dependability. 2004 traffic volume studies suggest that the level of service on SR 95 from Bullhead City south through Fort Mohave and the Mohave Valley is at the level D, E or F. Crash rates are high and it's difficult for emergency response vehicles during times of severe traffic

congestion. The original economy is negatively impacted by the high traffic volume and congestion along SR 95. Local businesses suffer and commerce cannot achieve its fullest potential. The nine hotel casinos across the river in Laughlin, Nevada attract an estimated five million visitors a year. With the regional area population composing nearly 100,000 residents during winter months and crossing the Colorado River is nearly impossible on a four-lane bridge, the nearest alternative is one hour or more of travel time. During the peak hour congestion over the bridge, there is a significant wait and near gridlock conditions are reached. It's important that this bridge stay on the priority list for Arizona and Nevada so that we will be able to apply for federal funding.

Richard Young, City Engineer, City of Holbrook and representing the White Mountain Regional Transportation Division discussed the eastern end of the I-40 corridor. Highway 260 comes into the White Mountain region from the southwest; Highway 77 comes up from Tucson up the eastern side of the state. Thank you for the consideration given to the White Mountain region's priority in this funding cycle, the U.S. 60 from Show Low to Little Mormon Lake Road. One quarter of the traffic coming into the Phoenix and Tucson area comes from northeastern Arizona through the I-40 corridor. In Holbrook, we have approximately one million tons of freight passing through the middle of town every day. State Highway 77 stops for that million tons of freight. Every time a train goes through Holbrook, we back up traffic sometimes as much as 30 minutes at a time to switch traffic into the Apache railroad site.

#### ADJOURN

The meeting adjourned at 10:30 a.m.

  
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Joe Lane, Chairman  
State Transportation Board

  
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Victor Mendez, Director  
Arizona Department of Transportation

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STATE TRANSPORTATION BOARD  
SPECIAL BOARD MEETING  
9:00 a.m., Friday, May 4, 2007  
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**OPENING REMARKS AND PLEDGE**

Chairman Joe Lane welcomed the audience and led them in the Pledge of Allegiance. Thomas Goodman, District Engineer for Holbrook was introduced.

**I-10 National Freight Corridor**

Richard Travis presented a letter of support to the Board for designating the I-10 National Freight Corridor as a Corridor of the Future. Several corridors across the United States will be studied with a goal to identify projects that have the greatest potential to relieve congestion and are appropriate to long-term investment. The importance of I-10 is that it stretches from California to Florida, through eight states, seventeen major metropolitan areas and serving more than thirty-five million people. The National I-10 Freight Study goals are to assess the importance of freight moving in the corridor to the economy, both local economies and national, identify current and future traffic operations, safety problems and key freight flow and identify and evaluate strategies to facilitate the efficient movement of freight. Freight value is one point three trillion dollars, over ten million jobs. It is twelve point six billion short of what the anticipated need is. There is a cost to do nothing and there is a cost to move forward.

In answer to Mr. Feldmeier's question about the origin of this request versus I-40 for example, the request comes from a number of states through which I-10 flows and it has gained more prominence. It will be used for lobbying Congress for additional funding.

In answer to Mr. Montoya's question of how this coordinates with Mr. Schorr's request to the staff to study the I-10 alignment, Mr. Travis stated that it is in conjunction because the study is about a corridor. The bypasses that the Board requested ADOT to study are still within that corridor.

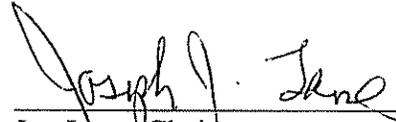
In answer to Mr. Montoya's question about I-40, there are thirty-eight corridors and I-40 was on that list. They were rated by the amount of goods that travel, the amount of freight, people and traffic. Part of the comparison in I-40 and I-10 is the population centers that are linked. Mr. Montoya would like to see a comparison of population centers on I-40 and I-10.

**Board Action:** A motion to support the letter was made by Ms. Lundstrom, seconded by Mr. Householder and passed unanimously.

**ADJOURN**

**Board Action:** A motion to adjourn was made by Mr. Montoya, seconded by Mr. Zubia and passed unanimously.

The Special Board meeting adjourned at 9:15 a.m.



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Joe Lane, Chairman  
State Transportation Board



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Victor Mendez, Director  
Arizona Department of Transportation